

CHAPTER 8 Implementation Issues

The following implementation issues will require further action by the CMA or may require legislative action. The issues are divided into three categories: short-term, long-term and ongoing.

SHORT-TERM

Short-term issues should be resolved during fiscal years 2004-2006.

- Continue to explore more effective means of coordinating land use.
- Review work plan for MTC's T Plus Program
- Assist in implementing TOD in Alameda County.
- Update the Countywide Model to reflect the results of the 2000 Census.
- Funds for seismic retrofit of BART are not included in this Plan. MTC assumed that these costs, more than \$2 billion, should be financed through a parcel/property tax assessment. Such a measure requires two-thirds voter approval. The CMA will support BART's efforts to place a measure before the voters.

LONG-TERM

Long-term issues will be considered during the 2006 update of this Plan.

- Work with transit operators to identify revenue sources to address transit capital shortfall needs beyond those currently identified in this plan. Ensure that the cost for any transit expansion includes the cost and funding source for transit capital replacement.
- Work with local jurisdictions on potential new revenue sources to meet the maintenance backlog of the non-MTS streets and roads, non-pavement maintenance and seismic retrofit of local bridges.
- Determine the feasibility of pricing measures in the I-580 corridor.
- Monitor the effectiveness of the Plan using the adopted performance measures. Some of the performance measures may need further refinement in order to be quantified and monitored.
- Update the *Countywide Transportation Plan* every three years.

ONGOING

Ongoing issues have no time limitation.

- The CMA will need to find new funds to make up the shortfall in transportation improvements identified in the Plan. The CMA will continue to advocate for new transportation revenue sources including, but not limited to: a regional gas tax, federal congestion mitigation and air quality funds, increased bridge tolls and development impact fees.
- A new reliable source of funding is needed for operating and maintaining existing roadways and transit systems. The CMA will provide ongoing advocacy for new reliable sources of revenue for operations and maintenance.
- Corridor studies will be prepared, where appropriate, to consider improvements to enhance our ability to travel.

During each funding cycle, candidate projects will be evaluated for consistency with the goals, policies and the approved capital investment program of the *Countywide Transportation Plan*.